

5  
USEPA SF



1285057

August 4, 1953

To: Mr. J. J. Winn Jr., General Manager  
From: D. M. Charleson Jr., Marine Supt.  
Subject: Monthly Progress Report-Drydocks & Dredging Dept. July 1953

Drydocks:

Navy Drydock (YFD-69) was occupied 287 hours and 35 minutes or 38.65% of the total time.

No. 2 Drydock was occupied 541 hours and 22 minutes or 72.76% of the total time.

Berthing spaces at Swan Island were in use 57.45% of the total possible foot-days.

Note: The percentages above assume "total time" as 31 days or 744 hours, to compare with previous reports. Owing to the Machinists strike there were in fact only 17 days during which the Drydocks were open to business. Except for a few days at the start of the strike the crew was laid off or allowed to take vacations, leaving a small force at the plant for maintenance and general precautionary measures, this force was made up mostly of supervisory and clerical employees.

Work done during the month included the following items:

1. Removed approximately 86,000 pounds of rock ballast from #4 and #5 pontoons of No. 2 drydock. This was done to compensate for the weight of the steel spuds added to the pier side of the drydock.

2. An inventory was taken of the store stock. Because of the disarrangement of the stock consequent to its removal from St. Johns the inventory has been costly. Labor, vacation pay, and pension contributions (plus \$13.86 for inventory tags) bringing the total cost to \$1,179.42

3. No. 1 whirley crane was moved from pier "A" to pier "C" The move took five days and total cost was \$678.95 of which \$631.61 was labor, the remainder being vacation and pension contributions and material.

4. One connecting rod bearing was poured for the Dredge "Clackamas" main engines.

Monthly Progress Report (continued)

5. The inboard locking log posts of No. 2 Drydock were removed to allow rolling staging to travel along the side of a ship. The posts were necessary at St. Johns but not needed at Swan Island owing to the improved method of spud fastening.

6. Bronze facing was installed on two sets of whirley power pick-up shoes. It is felt that the bronze facing will decrease arcing between the shoe and the copper buss conductor and will lengthen the life of the copper conductor by decreasing friction.

7. Improved storage arrangements in the Carpenters storage and the Electricians storage and mechanical and general stores. This work is still going on.

8. Repairs were made to the following equipment:

- (a) No. 3 air compressor (valve trouble)
- (b) No. 2 after cooler (bleeder valve)
- (c) No. 4 Motor Generator set.
- (d) Rolling staging (replaced rotten planks & ladders)
- (e) Staging horses.
- (f) Gratings between sections of No. 2 Drydock
- (g) Wharf decking (replacement of rotten planking)

The following dockings and undockings took place during the month.

<u>Docking Number</u>	<u>Date Docked</u>	<u>Names of Vessels</u>	<u>Date Undocked</u>	<u>Dock No.</u>
5422	(6/25)	USS LSM 84	7/15	2
5425-288	7/15	S/S Eliza J. Nicholson	7/16	N
5426	7/16	U.S.E.D. Barge 33.500	7/17	2
5427	7/16	U.S.E.D. Barge 37.500	7/17	2
5428	7/16	Tug Leland James	7/16	2
5429-289	7/17	S/S Tullahoma	7/19	N
5430	7/20	S/S Geo. S. Long	7/22	2
5431-290	7/21	USS Fargo 264	7/28	N
5432-291	7/21	USS PC (TTC) 1180	7/28	N
5433	7/24	S/S Geo. S. Long	7/25	2
5434	7/25	M/V Chevron	7/26	2
5435	7/27	Tug Tidewater Shaver	7/27	2
5436	7/27	S/S Alan Seeger	7/29	2
5437	7/29	S/S Horace Irvine		N
5438	7/30	Barge 280		2
5439	7/30	Tug Leland James	7/31	2

Page 3

Monthly Progress report (continued)

No. 1 Drydock was not operated during the month of July.

The total of 16 dockings during the month of July totaled 116,701 ton-days.

Dredging:

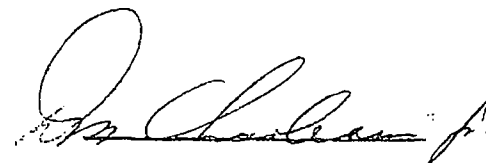
The Dredge "Clackamas" worked the entire month at Post Office Bar. A total of 639,255 cubic yards was dredged at a cost of approximately \$69,000.00 for a unit cost of 10.7 cents per cubic yard.

The cost of \$69,000.00 refers to the total of those items for which the Port is reimbursed by the U. S. Engineers and represents the entire monthly cost borne by the U.S.E.D. for the removal of the yardage referred to above. It does not, however, include their overhead.

The "Clackamas" completed dredging of an area 7,000 ft. long 350 ft. wide and dug an average bank of 7 ft. during the month.

Material dredged at Post Office Bar was all very light silt, so light in fact that it was not found necessary to add one shore pipe. All the material flowing into Ramsey Lake and spreading out over a large area. At least one property owner has complained of silt settling on his property to the detriment of its use as a duck hunting lake.

Dredging will cease at Post Office Bar at midnight Aug. 4 and the dredge will move to the mouth of the Willamette River for a scheduled two days, then move again to Morgans Bar about August 10 th. It is the intention to pump from a floating line onto the Washington shore while dredging Morgans Bar.



Marine Supt.